

IDAHO DRIVER EDUCATION NEWSLETTER



INSIDE THIS ISSUE:

Brian's Blog	2
From Joyce's Desk	3
New Form Packets	4
New \$15 Permit	4
Private Schools Moving?	4
Proposed Rule Changes	4
Cell Phone Bans	5
More Motorcycles	5
Have You Seen This Sign?	6





Brian's Blog



Welcome to the Summer edition of Centerline!

I am writing this just past my one year “anniversary” here at the State Department of Education. Time does fly. Spring workshops were fun for me and I really enjoyed seeing “old” faces and meeting new ones. The feedback was very positive and I am looking forward to future workshops that will take us out of the conference room and into new environments and situations!

The new \$15 permit has been in use since July 1st. I'll be curious to see how that goes as summer sessions end—though the permits were only for programs that started after July 1st, so it'll be Fall until we really know if there are any hiccups or concerns.

It is funny how I started this job thinking that Driver Education never changes—and this last year and the up-coming year will be remembered as years of change! A few of the changes include:

- Paperwork simplified; going to “click and submit” online soon.
- Simplified reimbursement form.
- Private driving schools going to occupational licensing—none, some, all?
- One \$15 permit.
- One set of “Operating Procedures” for all programs; no longer different rules for private and public. (Proposed changes are on page 4.)

As I look forward to my second year here I would like to re-emphasize a previous point I've made. If we are to teach “attitude” as a part of Driver Education, the instructors should be the best example of a positive, productive, and team-oriented attitude. We are all in this together, private and public, and while there are a few differences, the goal is the same: to teach teenagers to be safer drivers.



From: JOYCE' S DESK



Hello Everyone! Happy spring, or summer, rather– it's been a busy year already so I thought I'd use this section to post a few reminders and updates.



Please remember to use the new forms located on our web site for all of your procedures. Due to new scanning and filing methods that have been integrated here, the old forms will not be accepted as they are no longer compatible with our processes. We appreciate your patience as we work to make our department and paperwork as efficient as possible!

Our **website** has changed. We have a new webmaster here at the State Department of Education and in light of that, all of our departments have brand new (and easy to navigate) web pages. Please don't hesitate to call me if you need assistance in finding what you need!



IMPORTANT: NEW DRIVER EDUCATION FORMS

Please take a moment to review and use the new driver education packets that we've posted to our website. These are completely new and different from the forms we've used in the past, so be sure and let us know if you have questions, we're glad to help wherever needed!

One of the biggest changes that will come from these forms will be that District Driver Ed Coordinators and Private School Owners will be responsible for filling out these packets for their school and the instructors in it. We realize that not every district has a Coordinator, so it may be necessary for the business manager, instructors, and even superintendents to work together to complete the packet. These packets are short and sweet and we're excited to be eliminating some of the redundancy that we've seen in past forms.

Please turn there packets in as a whole and note that packets containing incomplete information, i.e. missing or expired physicals will be returned for completion.

New Reimbursement Form

We've also created a new reimbursement form, please inform all business managers and anyone else responsible for this form that there is a new version posted on our website.

NEW FORM PACKETS!

Those of you who are responsible for filling out the paperwork that comes to us will be pleased to know that the process has just gotten simpler!

On our website you will see a packet (one for public and one for private) that includes every form you need, and instructions for filling them out. Simply download, fill out, and send right back to us. Simple!



\$15 PERMIT

The new permit law began July 1st for courses starting after that date. This one permit is available to students age 14-1/2 to 17 and can be used for either private or public programs. At the completion of driver education the instructor gives the permit (both photo and paper) to the parent and student. It then becomes a SIP which must be used for at least six months and 50 hours. At 17, if they have not yet been issued a driver's license, they can apply for a license or continue to drive on the permit until 5 days after their 18th birthday.



If, however, a student who is already 17 wants to take Driver Education, he has to purchase a regular Class D Instruction Permit (\$11.50 and good for 180 days). The problem for us is that they have to pass the written and skills test in order to GET this type of permit. What 17 year old will pass the test and then come back to take Driver Ed? Who knows...maybe some will.

*"The only human institution which rejects progress is the cemetery" - Harold Wilson
(and some Driver Education teachers...)*

OCCUPATIONAL LICENSING?

In early 2009 a group of private driving schools will be proposing a move from the State Department of Education to Occupational Licensing. The SDE has agreed to not stand in their way if they will follow state standards and meet or exceed what is currently expected of programs operating under the SDE.

The question some have, especially the private schools *not* involved in the proposal, is if it will be possible to remain under the administration and guidance of the SDE instead. That will depend on how the proposal is written and how involved these schools are in the process.

For more information contact either Mike Ryals (President of the Idaho Association of Private Driving

Businesses) or Debbie Cottonware (President of the Idaho Traffic Education Association).

Mike Ryals: 939-7663

Debbie Cottonware: 487-2057



PROPOSED CHANGES TO RULES!

A group of Driver Education instructors and private school owners met at the SDE on July 9th from 11am to 5:30 pm to re-write the rules. Formerly two different documents titled "Idaho Standards for Public Driver Education and Training" and "Idaho Standards for Commercial Driving Schools", the group took the documents line by line and created ONE new document titled, "Operating Procedures for Idaho Driver Education Programs". What may not seem like a big deal, really is: once approved, Idaho will have one

set of rules for all programs to follow. What are the proposed changes?

1. Clarifies reasons a student can be dropped or failed, including cheating and driving outside of class.
2. States that students with needs beyond what we can meet, will be referred to those who may be able to help them.
3. All programs can teach up to 12 hours of classroom instruction per week.
4. Each drive must have written, specific objectives.
5. Up to four (4) students may be in the car at once instead of three for larger vehicles.
6. A student teacher in a driver ed. certification course may do in-car instruction from the front seat.
7. Simulators may not be used towards the six (6) hours of instruction.

Continued on page 5....



CHANGES, CONTINUED...

8. Students planning to take the online course through IDLA must find an in-car instructor prior to being enrolled.
9. New instructors must pass the course with at least an 80% and the final exam with at least an 80%.
10. The 8 university education credits remains as a requirement for non-teachers.
11. A copy of the medical exam results must be sent to the SDE every two years.
12. An instructor convicted of any misdemeanor crime against a child or any felony will lose his or her current license or not be eligible for a license.
13. An instructor with a D.U.I. will not be eligible for a license for five (5) years.
14. An instructor with two or more D.U.I.s is not eligible for an instructor's license.
15. All programs must complete an *Annual Application to Operate Packet* at least thirty (30) days prior to beginning a course and must wait for approval.

16. All programs must submit an Initial Student List to the SDE within ten (10) days of a class starting and a Final Student List within ten (10) days of a class end date.
17. Electronic devices, including cell phones, may only be used for emergencies while driving.
18. Passing a Driver Ed. course requires a grade of at least 80%. Schools may decide how to interpret that.
19. A parent/guardian meeting is required.
20. A parent/guardian will be contacted at least once regarding progress in a Driver Education course.
21. Schools may charge an extra fee for missing classes or drives.
22. Vehicle inspections must be sent to the SDE each year.
23. Car top signs are no longer required as long as signs or lettering can be seen from the back and both sides.
24. Private schools that contract with a public school district must use the contract provided by the SDE.

ONE DOCUMENT—ONE SET OF
RULES—ONE UNIFIED STATE!

CELL PHONE BANS

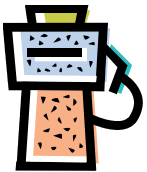
Studies done by the Insurance Institute For Highway Safety show that teen drivers often ignore cell phone bans. Researchers concluded that a ban in North Carolina hadn't reduced teen driver cell phone use five months after it took affect.

The N.C. ban is part of their GDL program. Those younger than age 18 can't use hand-held, hands-free, or text messaging devices while driving. Penalties include a \$25 fine and a 6-month delay in advancing to the next licensing level. However, calls to parents, guardians, spouses, medical providers, and emergency services are permitted.

Data tying cell phone use to crashes is scarce, but evidence is growing that doing so increases crash risk. Studies done in Australia and Canada have concluded that there is about four times the likelihood of being involved in a crash if a cell phone is used by the driver.

Handheld devices are banned in California, Connecticut, D.C., Illinois, Massachusetts, Michigan, New Jersey, New Mexico, New York, Ohio, Pennsylvania, and Washington.

How long until Idaho joins the list?



HIGH GAS PRICES = MORE TWO-WHEELERS ON THE ROAD!

With gas prices pushing well beyond \$4 a gallon and no end in sight, American consumers are trading in their 6 miles to the gallon Hummers and picking up smaller cars, hybrids, and two-wheelers.

Many motorcycle and scooter stores are experiencing record-breaking growth. The scooter industry as a whole grew 25% last quarter and most motorcycle dealers can't keep current models in stock. The Motorcycle Industry Council reports that scooter and small motorcycle sales are the highest they have been in the past twenty years. It's obvious that consumers are

watching their gasoline budget because even sales of larger, less fuel-efficient motorcycles are down 11% from last year.

Motorcycles can be divided into five general categories: (estimated mpg)

1. Touring (30-40 mpg)
2. Sport (30-40 mpg)
3. Street (40-50 mpg)
4. Dirt and Dual Sport (50-60 mpg)
5. Scooters (90-100 mpg but 25-55 *mph*)

What does this mean for Driver Education? We need to continue to emphasize the importance of sharing the roadway with others users, especially these smaller, darting little creatures that appear out of nowhere like hummingbirds—and take into account that many riders have not been through a motorcycle safety course. Of the 4,282 Idaho motorcycle fatalities in Idaho between 1996-2006, 87% were riders who had not been through the STAR program. (<http://idahostar.boisestate.edu/>)

LOOK TWICE FOR MOTORCYCLES!

Centerline

IDAHO TRAFFIC EDUCATION ASSOCIATION

On June 7, 2008 a group came together for the purpose of re-organizing the professional association for all Idaho Driver Education instructors. The group included professionals from both public and private driving schools. Organized into regions, the Board of Directors was selected and Debbie Cottonware chosen to serve as President for the first term. Constitution and By-Laws were agreed upon and the purpose, as stated in the new Constitution is, "...to promote quality traffic safety education in Idaho".

The association is concerned about private driving schools

moving to occupational licensing, would like to look into changing the law to allow students to drive with parents during Driver Education, and plan to be pro-active in supporting traffic safety education in Idaho.

They are currently seeking to fill two eastern Idaho Board positions and need help writing Articles of Incorporation in order to become recognized by the Secretary of State.

Please contact Debbie Cottonware to help or provide feedback. 421-2009 or deconttonware@yahoo.com

Have you seen this sign?

